

General Plan for the Town of Duxbury,
Massachusetts, 1962

Submitted by Duxbury Planning Board

AR
711.4
DUX
1962
C.2

Duxbury Free Library

Duxbury , Massachusetts

Library Copy

**GENERAL PLAN FOR THE TOWN OF DUXBURY,
MASSACHUSETTS**

1 9 6 2

For Reference

Not to be taken from this room

AR
711.4
DUX
1962
C.2

Submitted by the Duxbury Planning Board



Digitized by the Internet Archive
in 2015

<https://archive.org/details/generalplanforto00duxb>

Not to be taken from this room

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

FOREWORD

This study is a condensation and bringing up to date of a "General Plan for the Town of Duxbury, Massachusetts", prepared for the Duxbury Planning Board and the Massachusetts Department of Commerce by James L. Harris, Planning Consultant, Cambridge, Massachusetts, dated June 1959.

The Plan itself is too detailed and too long for general circulation but the Planning Board, the Selectmen and the Finance Committee believe that it is essential that the people of the Town be made aware of the problems, both short and long range, that must be dealt with to insure that the Town will retain its General Character and yet incorporate such changes as may be desirable and which, to some extent, will be forced on us by the pressure of population.

This is an abstract of the Plan prepared by Mr. Harris, and is not an original work of the Planning Board. Although the Planning Board believes that it is an exceedingly able and accurate statement of the facts, the problems to be met and the best ways of solving them, it should

be pointed out that the Board does not necessarily now recommend that everything stated herein should be immediately accomplished.

Some of the recommendations (as the Plan itself states) may be changed or modified by time. However it is essential that the Town learn what are the general considerations for solving them.

It is with this in mind that the following report has been prepared.

Respectfully submitted,

Duxbury Planning Board*

ATHERTON LORING

FANEUIL ADAMS

OLIVER L. BARKER, Clerk

LUCIUS A. HOWARD, Chairman

* Mr. Carl F. Danner, who was in the process of retiring and has now retired, and Mr. Richard C. Crocker, who was appointed to the Board after this report was completed, took no part in its preparation, and are not responsible for any of the views herein expressed.

General Plan for the Town of Duxbury, Massachusetts

Section I — SCOPE OF PROPOSALS

The objectives of planning for the Town of Duxbury are assumed to lie in the desire now felt and anticipated for the future that Duxbury shall remain a pleasant residential community, rendering a high quality of municipal services (in keeping with its density of population) and concerned with exercising care in the introduction of non-residential uses such as business, industry and recreation (for more than its own residents). The major contribution of this report is intended to lie in proposing a plan of action to anticipate the needed space for public uses and to establish policies of control over the use of land to guide the Town's development.

The more important recommendations of this plan deal with the use of land and the provision of services and facilities by the Town government. The following is a summary of the recommendations made herein:

1. The continuation of policies through zoning, subdivision control (by the Planning Board), building code and health regulations, establishing high standards for residential building and land development and for non-residential uses.

A. Changes in zoning by-laws to:

- (1) Establish a **flood plain district** to institute more control over the use of areas subject to seasonal flooding. This may not be necessary if the

current Wet Lands By-law survives attack in the courts.

- (2) Possible establishment of a second residence district called **rural residence district** requiring a two acre lot size in order to reduce the density of possible development in the case of a limited number of areas within the Town (including most of the areas subject to flooding).
- (3) Possible establishment of a procedure for allowing other than single family dwellings in some areas.
- (4) The establishment of requirements for business and industrial districts originally suggested has been accomplished. If the population grows as indicated below, it may be necessary to establish more such districts.

B. The anticipation of the future requirements for schools, parks and other municipal services including water and fire; the institution of a program of land acquisition for such purposes.

C. The adoption of measures by the Town and the fostering of private groups to insure the long term of preservation of appropriate open space such as park and recreation lands, forests, tidelands, wetlands and inland water bodies.

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

D. Consideration of traffic problems by planning for proper traffic circulation.

E. In the original report* it was suggested that certain changes in subdivision control be made to wit: that a higher standard of roadway and sidewalk construction be imposed and that the power to reserve park lands in certain developments for a limited period be given. These objects have since been accomplished.

GENERAL PLAN

The various sections of this report describing the General Plan contain specific recommendations for action or guidance in determining future policies. The actual mapping of land use and other physical aspects of these recommendations is shown on various plans submitted as a part of the General Plan. It is essential to the beneficial use of a master plan to realize that changes in circumstances are constantly developing in a manner to require changes in the details of the plan — sometimes in major assumptions and policies. Obviously, there may be modifications required in specific site choices for various items of the Plan; certain needs may eventually be met by private groups or higher levels of government.

The value of a general plan lies in its focusing of attention upon what are believed to be the needs for future years and of providing a physical solution for meeting these needs. The Planning Board is authorized by State statute to adopt by majority vote a master plan for the Town which plan becomes a document of public record. A town may require by vote or by-law that town action on certain types of matters be preceded by reference to the Planning Board for the opportunity to report if it so desires. The adoption of a master plan can provide the guiding framework for the Planning Board's recommendations to the town meeting relative to matters of land use and its controls and the long range planning of town development.

Contents of General Plan

The proposed General Plan for the Town of Duxbury is explained and illustrated by a series of maps, plans and diagrams plus the text of this report. These maps and plans will be made available before Town Meeting at some public place and may be studied there at leisure.

A. Two sets of base maps at scale 1" = 400': Town wide base map in two sections showing streets and property lines.

The same map in two sections with the addition of buildings.

B. Maps and plan at scale 1" = 800' (on single sheet):

Three base maps:

One with streets and property lines.

One with streets, property lines and buildings.

One with streets, property lines and buildings and contour lines from the U.S.G.S. series maps at vertical intervals of ten feet.

Plan No. 1 Plan of existing land uses.

Plan No. 2 Plan of traffic circulation.

Plan No. 3 Plan of population distribution in 1959 and a projection for 1970.

Plan No. 4 Plan illustrating proposals for school sites.

Plan No. 5 Plan illustrating water distribution and other Town services.

Plan No. 6 Plan of proposals for recreation uses and open land.

Plan No. 7 Plan of proposed land uses for the future.

Plan No. 8 Plan of proposed zoning.

Plan No. 9 Plan of Hall's Corner development (retail area with parking space).

Plan No. 10 Plan of Duxbury Village area (retail and boat service functions).

C. This report of the General Plan for the Town of Duxbury contains sections discussing the following aspects:

Section 1 Scope of proposals (above)

Section 2 Population analysis and projection.

Section 3 Discussion of land use.

a. Areas most likely to develop.

b. Planning factors of neighboring towns.

Section 4 Projection of school enrollments and recommendations for facilities.

Section 5 Recommendations concerning space for recreation and the reservation of open space.

Section 6 Plan of Town services.

Section 7 Traffic and parking plans.

* June 1959 — James L. Harris to the Town of Duxbury

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

Section II — POPULATION ANALYSIS AND PROJECTION

Growth of Population

Many of the recommendations relative to town facilities for future years lie in the prediction as to what will be the long range growth of Duxbury as it becomes more and more a part of metropolitan Boston. The rate of growth of the national population is high and is expected to continue high for the next ten or fifteen years. The continuation of the trend for population to collect around the larger cities seems likely, i.e., suburbs more and more distant from the city center as transportation improves. It is obviously impossible to be very definite in predicting growth of such suburbs beyond a decade other than to outline the total capacity for growth under certain assumptions. Regardless of when the "ultimate population" may be approached, it is necessary to establish a framework for planning for facilities if the various needs are to be anticipated. It is in this context that the recommendations of this plan are offered.

Characteristics of the Population

The population of Duxbury is small and has been so since its beginning. It has long been a resort community with a sizeable increase in population during the summer. Also important is the fact that it has attracted older people who have retired. Concurrently, particularly in recent decades, it has drawn many families with children because it provided a satisfying and wholesome environment for them. These families have been willing to commute to employment elsewhere and are in many ways typical of the group that has

sought residence in the outlying communities of the various metropolitan areas throughout the country.

The age and sex composition of the population reveals the proportionately large number of persons over 45 years of age and the large number of adults in the age group 35-45 years.

The number of children under 15 is likewise greater than might be expected. The typical suburban distribution of age groups would be one in which the size of the various age groups gradually declined as the age increased, with some slight increase in the age groups which include the parents of the children under 15. In Duxbury there appear to be three peaks: children under 15, adults 35 to 45 years of age and adults over 65. The significance of this has to be recognized in viewing the future of the town.

It is impossible to predict the extent to which this pattern will be modified throughout the succeeding decades. It seems likely that the extremes will be lessened and the age distribution will become more typical of the suburban pattern. The increasing ease of commuting by automobile will accelerate the coming of families with young children; on the other hand, the general trend toward increases in survival of those in the older groups may offset the change.

If the period 1950-1960 can be judged to illustrate a long term trend, it seems very likely that percent of growth will be greater in the age groups making up the families with young children than in the group denoting those retired.

This can be seen from the data below which is taken from chart number 1.

DETAILED POPULATION CHANGE 1950 — 1960

Age Group	Percentage	1950	Age Group (male)	1960 Total	Age Group (female)	Percentage	% change over previous census
Under 5	10.8	343	250	478	228	10.1	+39.4
5-14	16.3	515	504	1001	497	21.2	+94.4
15-24	11.4	361	286	505	219	10.7	+39.9
25-34	12.3	390	228	489	261	10.3	+25.4
35-44	13.9	439	299	613	314	13	+39.6
45-54	10.4	330	282	572	290	12.1	+73.3
55-64	10.1	220	230	476	246	10.1	+48.8
Over 64	14.8	469	280	593	313	12.5	+26.4
	100	3167	Total	4727		100	+49.26

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

The growth of Duxbury's population is shown below:

(1) Federal Census

In estimating public school population it has been assumed that the growth in the next 25 years will produce an age distribution more typical of the suburban community. This is illustrated by the ratios used in estimating the future enrollments of the various grades.

Year	Population	% change over previous census
1900	2075	
1910	1688	—18.7
1920	1533	— 8.0
1930	1696	+ 9.2
1940	2359	+39.0
1950	3167	+34.3
1960	4727	+49.3

This clearly demonstrates the effect of the diffusion of population to the outlying areas around large metropolitan cities that has taken place with the increased use of the automobile (after 1920) and the marked acceleration of this trend since World War II.

The following tabulation shows what is anticipated to be the pattern of population growth in the next decades. It is obviously speculative in a situation so characterized by change. The reasons why the rate of growth is expected to accelerate are as follows:

1. Predicted sharp increase of national population in the next 15 years.
2. Increasing diffusion to outlying towns as a continuation of a national location trend.
3. Increasing ease of commuting by automobile from Duxbury as the new Route 3 and other highways are completed.
4. Increasing number of job opportunities in the southeastern Massachusetts region.
5. The general desirability of Duxbury as a residential community (particularly the recreational opportunities).

Chart No. 2 — Predicted Population Growth
1960 — 1975

	Total population 3.33 to 3.50 persons per family	Total no. of families January 1	Yearly increase in no. of families **
1940	2,359	—	—
1950	3,167	952	—
1955	4,280	1,229	47
1956	4,450	1,276	29
1957	4,550	1,305	35
1958	4,700	1,340	40
1959	4,850	1,380	45
1960	4,727	1,398	52

1961	4,915	1,475	70
1962	5,170	1,535	80
1963	5,520	1,605	85
1964	5,900	1,685	90
1965	6,200	1,775	100
1966	6,550	1,875	110
1967	6,950	1,985	120
1968	7,400	2,105	130
1969	7,800	2,235	140
1970	8,300	2,375	150
1971	8,850	2,525	155
1972	9,400	2,680	160
1973	9,950	2,840	168
1974	10,500	3,008	172
1975	11,100	3,180	
Unspecified*	28,000	8,000	

* This figure represents an estimate of the ultimate population that may be expected as explained in the succeeding paragraph.

** The yearly increase in families includes the commencing of year round use of existing dwelling units which are to date used only for seasonal occupancy. The 1950 census listed seven hundred eighty-three seasonal dwellings. This provides considerable possibilities for population increases without new construction of dwelling units, particularly when the annual increase in the number of families is now only about fifty per year and is estimated to rise to one hundred fifty by 1970.

Ultimate Population

For planning purposes the anticipated population of the Town has been estimated at 28,000 persons, about 8,000 families. This figure was determined by carefully estimating the amount of land, area by area, that could be expected to be developed under present concepts of density (zoning and dwelling unit patterns now accepted). Very liberal allowances for bogs, parks, marshes and other open land reservations have been made.

This is not to say that the Town will reach this size at any specified time, nor is it to say that growth will stop when this theoretical saturation occurs. The more probable situation is that as the population increases, there will be pressures for more dense development in certain areas. It is possible to resist this through zoning, but also it is possible to permit greater density through the use of multiple family dwelling types in a manner that does not decrease the desirability of the community. This is discussed in the section dealing with zoning. For planning purposes, the theoretical saturation figure of 28,000 persons is recommended as a guide in determining space required for public and semi-public uses.

Distribution of Population

Plan number 3 shows the location of the present population and a prediction of where the new development (by 1970) will be located. It seems obvious that the growth will be concentrated in the belt along the coastline and also around the inland bodies of water where sites are more

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

attractive. Large scale tract development has already begun. These developments are situated and will probably be situated in the inland portions of the Town where tracts are larger and land values lower than elsewhere. The completion of the new highway (Route 3) will increase the likelihood of more large developments particularly in light of Duxbury's strong appeal as a residential community. Developers to date evidently think they can live with the 40,000 square foot lot size and current subdivision controls, and presumably future developers will also.

Fiscal Abilities

A comparison of the ability of Duxbury to meet the future needs of the growth of population and orderly planning with 21 similar towns in Massachusetts indicates that Duxbury is in a favorable financial position. The per capita costs of projected necessities and improvements is about average at the present time, and the advantage that Duxbury has in that much of the tax revenue is from seasonal property which bring in more revenue than needs be spent, although not as great as it was, is still an important factor.

A schedule of capital expenditures (constantly extended) for the succeeding decade or further would facilitate planning for the land purchases and expansion of facilities recommended in the General Plan.

Section III — LAND USE

Fortunately, the use of land in Duxbury has been conducive, for the most part, to the preservation of the old buildings and the historic character of the Town. Undoubtedly, the lack of population pressure and the generally accepted goals for the Town have been responsible for this preservation. Duxbury has availed itself of the legal means of exercising controls over the use of land. Well conceived zoning by-laws have been in effect since 1944; subdivision control has been exercised by the Planning Board since 1950. The topography and natural features of Duxbury have set the character of the development in the past and will surely determine the patterns in the future years. The shoreline has attracted residential development with a large percentage of houses for summer occupancy. In 1950 the total number of dwelling units inventoried by the Federal Census was 1766 of which number 783 (44%) were described as for seasonal occupancy (in 1960 the comparable figures were 2281 dwelling units of which 883 or 38.7% were for seasonal occupancy). It is reasonable to expect that gradually these are being converted to year round use. This is not to say that there will be no more construction for summer use. It does indicate that the number of building permits issued for new dwellings may not be indicative of the growth of population.

The Town is made up of single family homes almost exclusively; the business uses are concentrated in small groups as reflected on the present zoning map, plus a number of uses along Route 3. The prospects are excellent for maintaining a land use pattern that fosters residential growth and conserves the admirable character of Duxbury. Caution is advised relative to the expansion of non-residential uses to insure that such uses occur in areas which are most appropriate for highway access and where some effective buffer strips can be established to reduce the frictions that develop between residential uses and those involving business and commercial activity.

There are relatively few uses of land that do not conform to the zoning by-law; these occur chiefly where commercial uses exist along Route 3. In instituting zoning, the Town saw fit to establish regulations such that these uses become non-conforming. This has tended to retard the enlargement of these non-conforming uses and to discourage reinvestment in renovations. It is recommended that many of these uses be maintained as non-conforming with the objective that they eventually be returned to residential use. There may reason for some exceptions. Some land is needed to accommodate highway oriented uses which do not require locations in groups of retail stores. On the other hand, these types of uses generally cause difficulties when close to residences and, more importantly, tend to set the character for a large section nearby.

Areas Most Likely to Develop

A. Plan Number 2 (Traffic Circulation) designates certain areas as those most likely to develop. Here, street patterns have been suggested to aid in planning for the integrated subdivision of the various parcels of land. Most of these are in the areas nearest to the coastline and along existing Route 3 in the southwestern sector of the Town. A few are in the vicinity of water bodies or other topographic attractions. The Town can exercise control over the site planning only through the Planning Board's powers to supervise subdivision. These may be extended to include requests and suggestions for subdividers to cooperate in following the street pattern offered by the Planning Board. To accommodate expansion in business uses and the introduction of industrial uses, some suggested areas have been identified and shown on Plan No. 8. In each case the streets existing at present can be improved to serve as access to these areas.

Planning Factors of Neighboring Towns

B. Duxbury is surrounded by three communities: Marshfield, Pembroke and Kingston. Each of these is similar to Duxbury in density and population. In general, Duxbury is not threatened by

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

inappropriate land uses along its boundaries. We may hope that in the next decade each of these will develop in a manner that is compatible to Duxbury. If and when the pressure for non-residential growth becomes strong, there may be more need for coordinating the land uses of the areas adjacent to the various town boundaries.

At present, Duxbury has lot size requirements comparable to those of Marshfield and Pembroke. Kingston's requirements are much lower, 12,500 square feet. The growth pattern as indicated below has been such as to indicate that Duxbury and its neighboring towns were experiencing rapid growth.

Town	POPULATION			% Growth 1940 — 1950	% Growth 1950 — 1960	Present Zoning Requirements	
	1940	1950	1960			Minimum Size	Lot
Duxbury	2,359	3,167	4,727	34.3	49.6	40,000 sq. ft.	
Marshfield	2,419	3,267	6,748	35.1	106.55	43,600 sq. ft.	
						20,000 sq. ft.	
						10,000 sq. ft.	
Pembroke	1,718	2,579	4,919	50.1	90.73	40,000 sq. ft.	
						25,000 sq. ft.	
						10,000 sq. ft.	
Kingston	2,783	3,461	4,302	24.4	24.30	12,500 sq. ft.	
Hanover	2,875	3,389	5,923	17.9	74.77	30,000 sq. ft.	
Hanson	2,570	3,264	4,370	27.5	33.88	30,000 sq. ft.	
Halifax	867	944	1,599	8.9	69.39	43,600 sq. ft.	
Plymouth	13,100	13,608	14,445	3.9	6.15	10,000 sq. ft.	
Scituate	4,130	5,993	11,214	45.1	87.11	40,000 sq. ft.	
						20,000 sq. ft.	
						10,000 sq. ft.	

Section IV — SCHOOL REQUIREMENTS

A projection of the school population based on similar principles to the population projection set out in detail above indicates that by 1970 there will be 2,375 families in the Town, making a total population of 8,300 people with a school population of 1,160 from kindergarten through the 6th grade and 830 from the 7th through 12th grades, or almost 2,000 pupils. At the maximum of a population of 28,000 projected for the unspecified future, there will be about 3,900 pupils in the kindergarten through 6th grade and 2,500 from the 7th through 12th grades, making a total of 6,400. The plan suggested the necessity of choosing six sites of approximately 15 acres each for the long range plan for elementary schools and the possibility of two junior high schools. Since the original report, new school buildings have of course been constructed. While the number and type of schools is essentially the responsibility of the School Committee, in which the Town will have to concur, it is nonetheless most important that the sites for the new schools be selected in the reasonably near future before the land becomes too valuable and the Town gets too built up. Accordingly, it is suggested that a permanent School Building Committee might be appointed to look into this matter and make recommendations from time to time. The recommendations made in the Harris Plan are as follows:

1. That sites be acquired within the next ten years for six additional elementary schools and for at least one junior high school. See Plan No. 4.
2. That the locations of elementary and junior high schools be determined on the basis of a policy of dispersing them in accordance with a plan to fit the anticipated population distribution (ultimate). Specific locations are recommended on Plan No. 4.
3. That the size of sites be at least 15 acres for elementary schools, 25 acres for junior high schools and 30 acres for the high school. These acreages refer to usable land. This report proposes that the Town develop all of the school sites to serve as community recreation fields.

Section V — RECREATION AND PRESERVATION OF OPEN SPACE

One of the primary assets of Duxbury is its shore line and the recreational facilities that the shore provides. These proposals assume the responsibility of the Town is to its own residents rather than to the regional population and that any development of the beach or parks for regional use is a State or Metropolitan function. The content of this section can be divided into two categories:

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

1. The program of active recreation as it may develop requirements for physical facilities.
2. The development of a program for preserving, by public and private ownership, certain open lands to insure that the expected growth of the community will not result in the loss of important open areas (which are so plentiful at present).

Plan Number 6 shows the recommendation concerning land for recreation and open use. The following is a synopsis of the long range proposals pertaining to recreation and open space:

- a. That the Planning Board foster the continuation of an active recreation program, that general responsibility for program proposals be carried by the Recreation Activities Committee, and that Town funds in limited amounts be appropriated for program leadership, materials, etc., when private groups cannot be given the responsibility for leadership; that the conservation of open land be the responsibility of a conservation commission to be created pursuant to the authority granted by Chapter 223 of the Acts of 1957 (amendment to Chapter 40 of the Massachusetts General Laws, by addition of Section 8C). This is now under consideration. This Town commission will function in cooperation with the Duxbury Rural and Historical Society and any other groups that are formed to foster conservation of natural resources.
- b. That playgrounds be developed at each elementary school to provide play opportunities (buildings and fields) for all ages with the emphasis on the age group 6—14 years.
- c. That the junior and senior high school be planned and operated to provide playfields and building facilities for the use of the community (youth and adult).
- d. That funds be provided where needed and that a policy be maintained by the School Department and the School Committee permitting the use of school facilities such as gymnasiums, locker rooms, multi-purpose rooms, meeting rooms, music, arts and crafts and similar spaces by groups of adults or children, provided that adequate leadership and supervision is supplied. The leadership should be supplied by the public recreation program if it cannot be found in private groups in Duxbury interested in recreation in general or in specific organizations.
- e. That certain facilities for town-wide use be provided as listed below:

- (1) Yacht basins. The maintenance and improvement of the Snug Harbor area (Mattakeesett Court area), the provision of a new basin between Standish Shore and the mainland (Bay Road area).

- (2) Bathing beaches on the Bay — a plan to separate to a great extent bathing and boating in both the existing and the proposed yacht basin areas, the establishing of several additional small beach areas for Town use including one on Standish Shore and one off Bay Road near the proposed elementary school site.
 - (3) Maintenance of a Town Beach at the Duxbury Beach even in the event of the development of the beach peninsula by the State for regional use.
 - (4) Continued use of the Tarklin Center and the old Town Hall for recreation use in spite of temporary declines in participation. No new building facilities for recreation are proposed except those a part of the various public schools.
 - (5) The acquisition by the Town or private groups (see f. below) of easements or ownership of walks and trails as shown on Plan Number 6, in order to provide for hiking trails and bridle paths and walks to schools in accordance with a plan that will connect bodies of water, school sites and other lands which it is hoped will remain open.
- f. That a land conservation program be instituted to insure permanent open land reservations. This is proposed as a function of a conservation commission created by the Town and of private groups such as the Duxbury Rural and Historical Society. This will involve the expenditure of both public and private funds for the acquisition of easements, development rights and full fee by gift or purchase.
 - g. That a program of acquisition and development of lands for the purposes described herein be established to keep pace with growth of population. The purchase of areas in advance of active need is recommended in order to avail the Town of proper choice and lower acquisition costs.

Space Standards

For communities such as Duxbury where there is more open space than is usually available it is still desirable to have facilities, particularly for the age group 14 years and under, located as close to each home as practicable. In low density areas this tends to result in acreage per capita above what would be encountered in denser areas. The policy to locate the elementary school sites in dispersed pattern gives opportunity to use the school sites as year round playgrounds. This increases the area per capita in recreation use. In addition Duxbury's topography is such that it is very desirable to place in public or semi-public hands a number of areas that do not lend themselves to active development (public or private), but are great assets aesthetically and from the point of view of wild life conservation, hiking, fishing, and the like. The above is stated to point out that the land acquired by the excellent program of the Duxbury Rural and Historical Society plus what has been and may be acquired by the Town itself will amount to a great deal more land reserved for recreation, parks and open space than a strict interpretation of any current standards might warrant.

GENERAL PLAN FOR THE TOWN OF DUXBURY, MASSACHUSETTS

Specific Proposals

The Harris Plan goes into great detail as to the use of land for recreation including areas around schools, playfields, game areas, picnic facilities and the like. A synopsis of these is set out at the beginning of this section and space will not permit their further elaboration here. In any event, they cannot all be done at once and circumstances may change the details from time to time. It is the responsibility of the Planning Board, the Waterfront Committee, the Site Committee, the Conservation Commission (if established) and private groups and citizens to bring before the Town specific suggestions from time to time to implement the general proposals referred to above.

Section VI — PLAN OF TOWN SERVICE

Water

The Water Department has its own master plan, over which the Planning Board has no jurisdiction. In making suggestions for acquisitions for schools, fire houses, etc., the two Boards must work in harmony, as it is obvious that an acquisition that needs to be used in a few years must be near enough to available water lines or extensions so as not to throw the Water Plan out of balance.

Fire

The only problems concerning the Fire Department in this report are the locations of the fire stations. The present station at Hall's Corner is very well located. It may well be that further development of the Town to the north and west will require one or more subsidiary stations, and this must be considered in over-all planning.

Section VII — TRAFFIC AND PARKING

Plan Number 2 shows better than words the proposed general traffic plan after the completion of the Southeast Expressway. However an idea of the problem and some proposed solutions can be obtained by quoting verbatim from the Harris Plan.

The general policies advocated herein relative to streets and traffic are:

1. Make future street improvements in accordance with a general plan establishing a hierarchy of significance and function of streets similar to Plan Number 2.
2. Encourage the use of Tremont Street (3A) rather than St. George Street, Washington Street and Bay Road. Washington Street is not shown as a primary street because it would be extremely difficult to improve its traffic carry-

ing capacity without destroying the character of the oldest and most historically significant residential area. It is recognized that the three above mentioned streets are vital links in the circulation pattern at present. In spite of this, it is recommended that no major widening or straightening be done to destroy the residential character of the areas adjacent. Improvements of Bay Road have already been made; no further work is proposed herein.

3. Through the Planning Board's subdivision control function, attempt to insure the development of a connecting system of minor streets to serve some of the larger areas remaining to be developed for residential use. The areas thought most likely to be developed are shown on Plan Number 2, with recommendations as to how streets should be arranged to serve the areas. Only in the case of the large areas are there any proposed streets shown. Since there are many uncertainties, i.e., the timing of development and the probability that lot lines and ownership will be of primary importance in determining the paths of subdivision ways, no detailed layout has been proposed for many of the small areas which will undoubtedly develop in the next decade. In most of these cases the importance of through links is not great, the dead end street or small loop is an adequate design standard.
4. Permit any new industrial or business uses only in locations which can be served easily by the distributor loop streets. Proposed locations for a retail business center and for an industrial park development are shown on Plan Number 8. These are near interchange points on the new expressway.
5. Endeavor to insure that any development of Duxbury Beach by the State or other public authority be done in such a manner that traffic to the Beach does not traverse St. George Street nor pass through Powder Point or any other built-up area to the south of this location. Access across the marshland from Route 139 in Marshfield to the Beach is the path proposed. No objection is offered to the use of Routes 14 and 139 through Duxbury for access from the new expressway.
6. Develop plans for provision of adequate off-street parking for the Snug Harbor area (Duxbury Village) and for Hall's Corner (South Duxbury). Plans Numbers 9 and 10 show recommendations for these two areas, including new street connections, parking spaces and land for future development (at Snug Harbor).

The Map Accompanying this Abstract Shows a Suggested Land Use for the Future of Duxbury.

D U X B U R Y M A S S A C H U S E T T S

L A N D U S E
P R O P O S A L S



PROPOSED LAND USE KEY

- RESIDENTIAL (AGRICULTURAL USES AS LONG AS ECONOMICALLY FEASIBLE)
- RECREATION (EXCLUDING SCHOOL SITES)
- PUBLIC (TOWN AND STATE LAND)
- OPEN LAND (PARKS, ETC.)
- ACTIVE USE
- SEMI-PUBLIC
- SCHOOLS
 - ELEMENTARY
 - JUNIOR & SENIOR HIGH
- PUBLIC AND SEMI-PUBLIC
- BUSINESS
- LIGHT INDUSTRY
- CRANBERRY BOGS
- WATER BODIES
- MARSH & TIDE LANDS
- PROPOSED ROADS





